| | Amount asked for | Amount provided |
|---|---|---|
| | (Rs. crore) | (Rs. crore) |
| (i) Development & Construction | 655.00 | 559.00 |
| (ii) Maintenance | 350.00 | 194.49 |

(b) Response has not been encouraging So far, Memorandum of Understanding has been signed with the Infra-structure Leasing and Financial Services Limited (IL&FS) for taking up Panvel bypass on NH 4 in Maharashtra.

**Replacement of Old Vessels in SCI**

4152. SHRI MOHINDER SINGH LATHER:
SHRI SATYA PRAKASH MALAVIYA:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) what is the normal life of a freight vessels;

(b) what is the total number of vessels at present in the Shipping Corporation of India and how many of these are considered to be older than the normal life of vessel;

(c) whether any programme was evolved by the Government to remove the Old Vessels in a phased manner and how many of the old vessels are likely to be removed within the next 2/3 years; and

(d) what has been the overall impact on the Shipping Corporation of India with the increasing number of Old Vessels?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) The prescribed economic life for different types of vessels varies between 15 years and 25 years depending upon the type of the vessel and the run.

(b) At present the Shipping Corporation of India has 123 ships, out of which 6 have already completed their prescribed economic life.

(c) Shipping corporation of India sells/scraps vessels depending on the observed operating condition of the vessels as also the age norm as prescribed by the Government. When a vessel completes its prescribed economic life, a techno-economic study is carried out to assess the advisability of extending its life and a decision is taken accordingly. In the next 2/3 years, around 36 vessels of SCI fleet will complete their prescribed economic life and would thus be due for scrapping.

(d) With the increase in number of old vessels, the operating cost goes up while the financing cost comes down. The shipping Corporation of India carries out proper techno-economic study to determine the viability of the Ship, keeping in view the cost of replacement and availability of finance.

**Fleet of Whiteline and Blueline Buses**

4153. SHRIMATI VEENA VERMA:
SHRI RAJUBHAI A. PARMAR:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that while Red-line was taking an increasing toll of life, another fleet of white-blue-lined buses was inducted by State Transport Authority; and

(b) if so, the details of the scheme for induction of the new fleet and the reasons prompting such fresh inductions without any modification in the operation of the killer red-line scheme?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) A fleet of 578 buses painted in sapphire blue and pearl cream colour have been given permits by S.T.A. in June, 1993 on termination of their agreement with the DTC.

The Motor Vehicles Act, 1988 does not permit operation of private buses on permits obtained by DTC. Hence, the DTC terminated the agreements with them. The State Transport Authority of National Capital Territory of Delhi granted temporary permits to these buses on the same routes on which they were earlier plying in the interest of the commuters.

**Complaints regarding Bus-Permits**

4154. SHRIMATI VEENA VERMA: Will the Minister of SURFACE TRANSPORT be pleased to state: